

BRITAIN'S **BIGGEST SELLING** DIRT BIKE MAGAZINE

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Stickers inside



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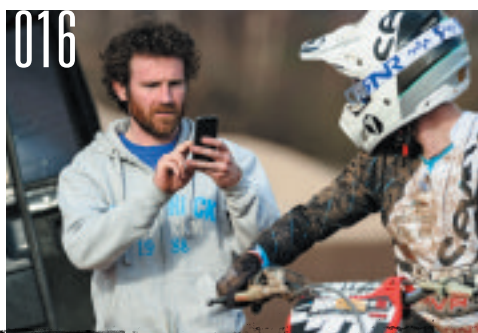
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© RAY ARCHER

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FRENCHMAN STEVEN LENDIR LEADS THE TROOPS INTO BATTLE AT LYNG

© HAGGIS HARTMAN



CHASING A DREAM!

WHEN HE WAS A KID MARK CHAMBERLAIN USED TO LIE IN BED FANTASISING ABOUT RACING MOTOCROSS FOR HIS COUNTRY - NOW, OVER THREE DECADES LATER, HE'S GOING TO BE MANAGING TEAM GB AT QUITE POSSIBLY THE BIGGEST SINGLE RACE IN THE HISTORY OF THE SPORT...

Words by Sean Lawless Photos by Ray Archer

First and foremost, Mark Chamberlain is a motocross fan. He's raced MX, he's imported MX kit, he's run an MX team – but the bottom line is that, just like you and me, he's a massive motocross fan.

He also happens to be the newly-appointed manager of Team GB's Motocross of Nations effort which, if you think about it, makes complete sense. The #1 quality you expect in riders who pull on the national colours is passion so you should demand the same devotion from the man who picks the riders.

"There's nothing wrong with passion," he says. "That's what drives a lot of people in this sport and it's still a big part of me now.

You've got to want to do it otherwise what's the point?"

Passion is a word Mark uses frequently and during the course of our 40-minute conversation he also refers to his sense of pride an awful lot. Both are admirable qualities that are never closer to the surface than when he talks about his new job.

"It's huge for me. I chucked my hat in the ring just after the des Nations in Italy and said that if you're looking to change anything then at any point I would be massively honoured and proud. I chucked some ideas down and said there were some things I would do differently if I had the chance.

"I wanted to put my name forward five

years ago but I didn't and I regretted it afterwards although to be honest I'm glad now that I didn't because I don't think I was ready – now I feel as though it's the right time.

"As it turned out Neil [Prince] resigned and that opened up a spot. I want to build a good team spirit. I'm up for it and I'm so pumped and really proud to get the opportunity. When I was a kid I used to lie in bed dreaming about riding for my country – it was almost like the biggest thing I could ever think of. And I'm still a big kid so it's a massive thing for me. I know it's going to be difficult and I know people are going to criticise what I do but I'm ready for that and I'm up for it."

The pitfalls of team management are >>



FACTORY

FO-FIDDIES!

**WE TAKE A CLOSE LOOK AT SOME
OF THE BIKES BEING USED IN THE
MXGP WORLD CHAMPIONSHIP...**

Photos by **Ray Archer**



The MXGP class in the FIM Motocross World Championship is the absolute pinnacle of our sport with the very best athletes and the most technologically advanced bikes doing battle at various locations around the globe.

It's no secret that the riders dedicate their lives to the cause, training hard almost year-round to be in peak physical condition for the gruelling MXGP tour – it's more of a lifestyle choice than a career. But then the same could be said about the guys behind the scenes – the technical minds who build and maintain the race bikes of the fast and dirty.

While we get to see these bikes in action fairly frequently the opportunities to sit and stare at them are few and far between. But guess what? We've assembled a stack of 'em right here and photographed them for your viewing pleasure. So clear a hole in your schedule, sit back and get the some tissues ready as these bikes are so hot you might just start drooling...

50s

DIRTBIKE
RIDERS

READER'S RIDES 2016

**DBR'S QUEST TO TRACK DOWN THE
NATION'S TRICKEST DIRT BIKES...**

Words and photos by **Max Hind**

As we all know motocross is an addiction – in more ways than one. It's a drug that evokes a child-like glee within the hearts of men. Once you've been bitten you'll never live a 'normal' life again but that's okay because 'normal' is boring anyway.

We can all relate to the joy that our dirt bikes provide us with and for many of us these bikes are our absolute pride and joy. For some these motorcycles are revered and regarded higher than pets and perhaps even children in some cases!

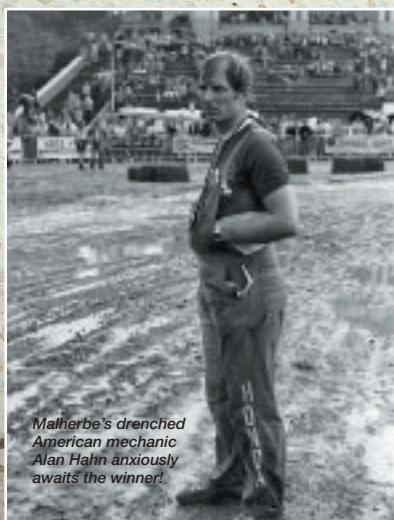
There's no love like that between a man and his dirt bike. It's a love that's as pure as a winter's first snow.

It's this love between man and bike that drives us to spend countless hours – and even more pennies – in the pursuit of perfection in the quest to roll out the trickiest bike in the paddock. We here at DBR are as guilty of this as anyone – just take a look at our 'Back to the Future' series from 2016.

Another man that has recently undertaken the task of rejuvenating his Yamaha YZ125 is James Wigan. We heard whispers of James' creation >>



Unlucky Boniface hunts down Jobe and nearly wins his home GP in 1980



Malherbe's drenched American mechanic Alan Hahn anxiously awaits the winner!



Fiery Fritz Kobele lines up another victim at Brou!

..... *Burnicle's Beat*

MUDDERS MOST HORRID!

**A LITTLE BIT OF RAIN
NEVER DID ANYONE
ANY HARM, RIGHT?**

.....
Words and photos by Jack Burnicle



1980 French 250GP at Brou. The trenches await!



The wrong line at Brou in the 1980 French 250GP!



Top flight motocrossers have a masterful knack of surviving – and even racing in – the nastiest, muddiest conditions Mother Nature throws at them. Hence the very rare occasions when events are called off. Obviously, as we found in Indonesia, building an artificial track on crappy soil can halt the world's finest. The resultant race cancellation cost the sport precious goodwill with new Eurosport owners Discovery TV, forced to plug a hole in their Sunday schedule, and probably hastened the demise of a regular MXGP co-commentator!

Events that famously overcame biblical meteorological onslaughts go far back into the sport's history. The 1960 MX des Nations,

for example, at the colossal northern French track of Cassel, saw Great Britain victorious in conditions so awful they were the only team classified. Helmets off, then, to intrepid trio Don Rickman, Dave Curtis and Jeff Smith.

The 1968 Italian 500GP, held on the precipitous hillside of Gallarate, just outside Milan's Malpensa airport, landed a first ever grand prix victory for Roger De Coster (CZ), only seven riders making it to the chequered flag in the second moto. Unexpected runner-up to 'The Man' overall? Reigning British 250 national champion Alan Clough, on a Husqvarna!

My first experience of a horrendous Continental quagmire was at Retinne, in Belgium, scene of their 1977 125 grand

prix. After a fine sunny Saturday rain began clattering down on the roof of our van in the paddock during the early hours of Sunday and never relented until lunchtime, leaving the course a complete quagmire.

Reigning champ Gaston Rahier, a man so small he could scarcely touch the treacherous ground, rode the first moto second behind immensely tall compatriot Gilbert de Roover, the pair lapping everyone else until Gilbert pitched himself over the bars of his factory Beta, 200 yards from the chequered flag! So Gaston won and wrested the title lead from his Suzuki team-mate Akira Watanabe.

The Japanese Emperor slid off on an adverse-cambered top straight, remounted 22nd and fought heroically back to fourth >>

HARD GRAFT!

**THE RED BULL HARD
ENDURO SEASON
IS ABOUT TO BEGIN
SO WE BREAKDOWN
WHAT'S WHAT AND
WHO'S WHO IN 2017...**

Words and photos by **Future7Media**

Hard Enduro – tough by name, tough by nature – is one of off road's most spectacular, demanding and varied sports. It's a ride where anything and everything goes. From the formidable quarry grounds of Erzberg in Austria, the head spinning heights of Sea to Sky in Turkey and the jungles of Brazil to the wilderness of Red Bull Romaniacs means being successful requires the most complete set of enduro riding skills.

With the 2017 Red Bull Hard Enduro series getting underway in Brazil at the end of May we take a look at the races on offer this year and the top podium contenders.



GRAHAM JARVIS **ROCKSTAR ENERGY** **HUSQVARNA FACTORY RACING**

The King of Hard Enduro Graham Jarvis returns in 2017 looking to stamp his authority on another hard enduro season. A man needing little introduction, the quiet spoken Brit lets his riding do the talking. Carding four wins in five pre-season races, Jarvis is already off to a flying start. A rider who likes to peak just in time for Erzberg, he will have his sights set on winning the "big one" again in 2017 and then aims to follow that one up with the Red Bull Romaniacs — an event he's long made his own. The rider everyone has to beat, 42-year-old Jarvis has that #1 on his back for a very good reason.

WHAT: RED BULL MINAS RIDERS

WHERE: BRAZIL

WHEN: 17-21 MAY

Information: www.redbull.com.br/minasriders

Returning for its second edition, the Red Bull Minas Riders is the largest hard enduro in South America. The event is organised by Romaniac's guru Martin Freinademetz and features a similar format to the rally styled Red Bull Romaniacs.

Spread over five days, things kick off in Belo Horizonte with a prologue. Competitors then head into the jungle for the next four days with each day covering an average distance of 100 kilometres using GPS style navigation.

In 2016 Alfredo Gomez was the big winner, carding his first major Red Bull Hard Enduro event win and further establishing himself as one of the top riders in the field. With terrain similar to Spain, Gomez obviously feels at home in Brazil and will be looking to do the business again in 2017.



JONNY WALKER **KTM ENDURO** **FACTORY RACING**

Injured during his 2016 SuperEnduro campaign, the 2016 hard enduro season was pretty much a write off for Walker as he missed Red Bull Minas Riders and Erzberg. He returned for Red Bull Romaniacs but wasn't near ready and dropped out on day one due to injury. A victory at the Red Bull 111 Megawatt – his second in the event – was his saving grace. For a rider who nearly claimed a clean sweep of wins in 2015, Walker will look for vengeance this year.



ALFREDO GOMEZ **KTM ENDURO** **FACTORY RACING**

We're predicting this is going to be the year of Alfredo Gomez (you heard it here first!). Having been knocking on the door of greatness for a couple of seasons, Gomez is now beginning to fully believe in his abilities and realise his potential. Despite no prior preparation he almost won the 2017 SuperEnduro World Championship and will look to keep that pace going when he gets outside to his favoured terrain. Set to defend his Minas Riders crown, he looks to get 2017 off to a winning start outdoors.

TAKING IT TO THE LINE WITH

MATT BURROWS

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